This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended). An airbag apparatus, comprising: ~~with~~

an airbag module ~~and~~ ;

at least one covering device ~~, behind which, in~~ having a closing position ~~,~~ and an open position;

an airbag ~~expanding~~ configured to expand by gas inflation ~~is~~, said airbag being accommodated behind said at least one covering device when said at least one covering device is in the closing position;

a mechanism configured to pull said at least one covering device from the closing position to the open position in order to allow an ~~and which, to release the~~ expansion of the airbag ~~, can be moved out of the closing position into an open position by means of a mechanism, characterized in that the~~ ;

said mechanism (M) ~~contains~~ including a first mechanism component (M1), which is coupled firmly to the airbag module

(B), and a second mechanism component (M2), which is coupled firmly to the covering device (K) ~~, and in that the~~ ;

said airbag module (B) ~~forms~~ forming, together with the first mechanism component (M1), a unit ready for installation; and

said second mechanism component being configured to be installed separately from said first mechanism component.

Claim 2 (original): The airbag apparatus according to claim 1, characterized in that, during mounting and demounting, the first mechanism component (M1) and the second mechanism component (M2), in principle, do not touch one another and are coupled to one another only in a crash.

Claim 3 (previously amended): The airbag apparatus according to claim 1, characterized in that traction elements, traction ropes (1) or traction bands (16) are mounted, as integral parts of the second mechanism component (M2), on or within a reinforcing box (4) which supports an orifice (O) for the emergence of the airbag in an instrument panel (V).

Claim 4 (original): The airbag apparatus according to claim 3, characterized in that the traction elements, as integral parts of the second mechanism component (M2), are combined in

a hook (5) positioned in relation to at least one driving bolt (10, 15, 19, 22, 27) as an integral part of the first mechanism component (M1), in turn as integral parts of the second mechanism component (M2).

Claim 5 (previously amended): The airbag apparatus according to claim 1, characterized in that the second mechanism component (M2) of the coupling mechanism (M) and coverings thereof are led through pockets (13), which are integrated in an extruded profile of the airbag housing (G), and, on the opposite side, through putaways of the reinforcing box (4).

Claim 6 (original). The airbag apparatus according to claim 5, characterized in that a rope loop or traction band loop (17) and correspondingly shaped or bent driving bolts (15) are provided.

Claim 7 (previously amended): The airbag apparatus according to claim 1, characterized by at least one embodiment illustrated in the figures.

Claim 8 (previously amended): A mounting method for an airbag apparatus according to claim 1, characterized in that the mechanism (M) contains a first mechanism component (M1) which is coupled firmly to the airbag module (B), so that the airbag module (B) forms, together with the first mechanism component

(M1), a unit ready for installation, and contains a second mechanism component (M2) which is coupled firmly to the covering device (K), and in that, during or after the installation of the airbag apparatus (A) behind a vehicle interior trim panel, the first mechanism component (M1) is brought into an active position with respect to the second mechanism component (M2).

Claim 9 (original): The mounting method according to claim 8, characterized in that, during or after the installation of the airbag apparatus (A) behind a vehicle interior trim panel, the first mechanism component (M1) and the second mechanism component (M2) are coupled to one another.

Claim 10 (previously amended): An operating method for an airbag apparatus according to claim 1, characterized in that the first mechanism component (M1) and the second mechanism component (M2) are coupled actively to one another only by means of a release of the airbag apparatus.